

**Neighborhood Planning Advisory Committee
Orientation Session
February 9, 2009, 3:00 – 7:30pm
City Hall, Bertha Landes Room or Boards and Commissions Room
600 Fourth Avenue, Seattle, WA 98124**

**Neighborhood Planning-Related Initiatives at DON, DPD and Other City
Agencies**

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DPD is currently working on making changes to the multi-family code. For many Seattle residents, multifamily development is a valuable option for housing and can provide an entry into home ownership. This effort includes the development of new standards for townhouse design, protection of single-family neighborhoods, improved landscaping requirements such as green roofs and vegetated walls, and new affordable housing incentives.

Another City initiative relates to “detached accessory dwelling units” or backyard cottages. A backyard cottage is a small living space allowed on the same lot as a single-family house, but physically separate from it. In August, 2006, Mayor Greg Nickels signed Ordinance 122190 that allows backyard cottages in single-family zones in Southeast Seattle (south of I-90 and east of I-5). The ordinance became effective on Sept. 14, 2006. A community-led task force in Southeast Seattle developed an action agenda recommending backyard cottages as a way to address housing affordability and to help existing homeowners stay in their homes.

The City’s Shoreline Master Program (SMP) is being comprehensively updated for the first time since 1987. The SMP constitutes the policies and regulations governing development and uses on and adjacent to marine and freshwater shorelines. This includes the waters of Puget Sound, Lake Washington, Lake Union/ Ship Canal, Duwamish River, Green Lake, as well as associated wetlands and floodplains. These policies and regulations affect land uses, structure bulk and setbacks, public access requirements, bulkheads, docks, piers, and construction practices.

The City has also recently launched the Sustainable Infrastructure Initiative, an experiment in which a more holistic approach will be applied to a handful of upcoming capital projects. In each of these projects, a wide range of alternatives will be considered, all of which address multiple strategies from multiple departments. To develop and implement the Sustainable Infrastructure Initiative, Seattle’s Department of Planning and Development is working with the Department of Finance, Office of Policy and Management, Department of Transportation, Department of Parks and Recreation, Seattle City Light, Seattle Center, and Seattle Public Utilities.

The Department of Neighborhoods and Seattle Department of Transportation have many initiatives related to neighborhood planning. DON’s Neighborhood Matching Fund provides money to Seattle neighborhood groups and organizations for a broad array of neighborhood-initiated improvement, organizing or planning projects. The P-Patch Program, in conjunction with the not-for-profit P-Patch Trust, provides organic community garden space for residents of 70 Seattle neighborhoods.

The Seattle Department of Transportation (SDOT) recently launched Seattle’s Urban Forest Management Plan (UFMP), the first ever comprehensive plan for the urban forest. This plan aims to create a thriving and sustainable mix of tree species within the City. Community outreach regarding the value of trees and proper tree selection, planting and care is a part of this effort.

Seattle's Pedestrian Master Plan is currently under development. This plan strives to make Seattle the most walkable city in the nation. Along with other transportation agencies and City departments, SDOT is involving public health experts, law enforcement representatives, issue advocates, community advisors, environmental leaders, and the general public to incorporate the best practices, most current research, and innovative design strategies into this Pedestrian Master Plan.

A Bicycle Master Plan is also under development that will be used to guide future improvements to Seattle's bicycle network. The focus for the master plan is on the evaluation of arterial streets for the implementation of bicycle facilities and to encourage more bicycling throughout the City of Seattle. Also included is a plan and schedule for completing the trails network such as the Burke-Gilman Trail.